

INTIMATIONS

THEATRE ROYAL.
CITY HALL, HONGKONG.
MR. WILLARD begs to announce that
THE MELVILLE OPERA COMPANY,
(PROPRIETOR—SIGMONE VERDI),
will give their
FIRST APPEARANCE
as above on
THURSDAY NEXT, 3RD SEPTEMBER.
GENEE'S CHARMING OPERA
IN THREE ACTS, ENTITLED
THE "ROYAL MEDDY"
"THE SCAQUET."
Will be produced with the following
POWERFUL CAST—
JANUARDO (Plancher) Signor G. VERDI.
BRIEL
LAMBERTO (Gov. of Mr. W. WALKER.
FISHER)
J. KINGING (By the Mr. F. M. PAGE.
BROOK) Mr. R. DE BRUIZ.
J. GARDNER (Servant to Da
.....) Mr. F. SAUNDERS.
..... CHOUKEA.
..... (Queen of Portugal) Miss HEMSFORD.
ANNA ANTONIA (Cousin Miss VERNIE.

MRS. ISABELLA } Ludgins (Miss LANCE,
MRS. BEATRICE } Waiting " „ BURLINGTON
and
NICHEETTE (Parlour) } Miss EMILIE
Conductor afterwards the }
Royal Middy } MELVILLE
Conductor & Pianist.
STOKES A. ALLENZA,
Pianist to H. R. H. the Duke of Connaught).

SYNOPSIS OF SCENERY.

ACT I.
ROM IN THE GOVERNOR'S PALACE
AT LISBON.

ACT II.
HABBOUR OF LISBON.

ACT III.
TERROR OF THE QUEEN'S PALACE.
During this Act STOKES G. YARDI
will Sing the Celebrated Potpourri Song.
By Mariani.

Plan now open at KELLY & WALSH'S
Dress Circle and Stalls \$2.
F41 \$1.
Season Tickets admitting to 12 Performances
(receptions) \$20.
Doors open at 8.00. Commence at 9.

SATURDAY, SEPTEMBER 6TH,

"LA MASCOTTE".
HONGKONG, 23rd AUGUST, 1888. [1591]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE
YEAR 1884.

SHAREHOLDERS in the above Company
are requested to furnish the Underigned
with a List of their CONTRIBUTIONS for the
ending 31st December last, in order that
the DISTRIBUTION of the PROFITS
earned for CONTRIBUTORS may be
made. Returns not rendered prior to the
FIRST-FIRST DAY of OCTOBER NEXT, will be
considered by the Company and No Claims or
alterations will be subsequently admitted.

JARDINE, MATTHESON & Co.,
General Managers.

Hongkong Fire Insurance Co., Limited.
Hongkong, 1st September, 1888. [1598]

FOR LONDON VIA SUEZ CANAL.
The Steamship

"GLENPINLAS,"
Captain Jacobs, will be despatched as above
on the 1st of September. For Freight apply to
Messrs. J. & A. Macdonald, 10, Prince Street.

For Freight or Passage, apply to
JARDINE, MATHEWSON & Co.
Hankow, 31st August, 1888. 1881

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI DIRECT.

Caking Cargo and Pass-agers at through rates
to NINGPO, CHEFOO, NINGHOWANG, TIENTSIN,
HANKOW, and Port on the YANGTZEK).

THE Company's Steamship

"**GLYSSES.**"

Captain Brenner, will be despatched as above
to-MORROW, the 2nd inst, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hankow, 31st September, 1886. 11943

UNION LINE.

FOR SHANGHAI.

THE Steamship

"**GRATON.**"

Captain Suborno, will be despatched for the
above Port to-MORROW, the 2nd inst, at
Noon.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.
Hengkong, 1st September, 1885. [1384]

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"ENERGIA."

Captain Torbeck, will be despatched for the
above Port on THURSDAY, the 3rd Sept.
at THREE P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hengkong, 31st August, 1885. [1380]

FOR NEW YORK.

THE 33 L. I. American Ship.

"REPORTER."

Sayle, Master, will load cargo for the above
Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.
Hengkong, 1st September, 1885. [1385]

IN THE SUPREME COURT OF

HONGKONG.
PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF TAM
MO SUN (譚茂申) alias TAM CHEW
SAN (譚惟雄), Deceased.

NOTICE is hereby given that the Honorable the Chief Justice has, in Virtue of Section 10 of Ordinance No. 1870, made an order limiting to the 25th day of November, 1885, as the time for Creditors to send in their CLAIMS against the Estate of TAM MO SUN (譚茂申) alias TAM CHEW SAN (譚惟雄), late of No. 13, Gough Street, Victoria in the Colony of Hongkong, Trader, who died on the 10th day of July of the year 1880, and his Executors, Trustees, and Letters of Administration of whose personal Estate and Effects were granted by the Supreme Court of Hongkong in the year 1881, to the 25th day of August last to YAU MI HO, the lawful Widow and relief of the said Deceased, AND NOTICE is ALSO GIVEN that all such Claims are to be sent in writing to the undersigned prior to the 25th day of November, 1885, or notice will not be taken of them.

All Persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated this 27th day of August, 1835.

SHARP, JOHNSON & STOKES,
Solicitors for the said Administratrix,
Supreme Court House,
Hongkong.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.
WHOLESALE AND RETAIL DRUGGISTS.
PERFORMERS.
PATENT MEDICINE VENDORS.
DRUGGISTS' SUPPLIERS.
And
STERILIZED WATER MAKERS.
SHIPS' MEDICINES REFILLED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON AND CO.,
HONGKONG DISPENSARY, 121

The Daily Press.

HONGKONG, SEPTEMBER 1st, 1885.

The judgment in the case of *Li-Min v. George Holmes* was practically a foregone conclusion, an exactly similar case having been decided by the Full Court on appeal in 1882. Mr. Holmes is an emigration passage broker and acted as such in connection with the issue of tickets for passage by the steamer *Mount Lebanon*, a vessel which had been laid on the berth for Honolulu and Mexico. The charter of the steamer was the Wing Wa firm, who received the money for the tickets sold and then disappeared. The ship of course did not sail on the intended voyage, and the men who had bought passage tickets sued Mr. Holmes, as the passage broker, for breach of contract. The case of *Li-Min* was taken as a test case, and was decided in favour of the plaintiff. How many tickets were issued did not transpire, but the total loss falling on Mr. Holmes will probably be considerable. The case is certainly a very hard one, and we are exceedingly sorry for Mr. Holmes, but it would have been equally hard had the decision gone the other way and the intending emigrants lost the amount of their passage money. A clever swindle has been perpetrated by the Wing Wa firm, and the loss has to be borne by two innocent parties. The case tried in 1882 arose out of an exactly similar swindle, and the passenger broker, who in that case was a Chinaman, was held liable in the same way that Mr. Holmes was in the case decided on Saturday last. The passage tickets for emigrant ships are made out in a form prescribed by the Emigration Ordinance. According to this form the passage broker says, "I hereby engage that the Chinese named at the foot hereof shall be provided with a passage to," &c., and I hereby acknowledge to have received the sum of—dollars in full payment." As a matter of fact the passage broker never, or only in very rare cases, receives the passage money. He signs the tickets and complies with certain formalities at the Harbour Master's Office, and that is all the extent of his work. It is clear, however, that under the Ordinance he is responsible for any failure to carry out the agreement. It is provided that no person shall act in the sale or letting of passages in any Chinese passenger ship unless he shall have entered into a bond, with sureties, in the sum of \$5,000, a clear proof that the Legislature intended the passage broker should be a substantial man able to guarantee the execution of the contract or to give compensation in case it be not carried out. The ticket is made out in the sole name of the broker, and if the Emigration Officer finds any emigrant who is unwilling to leave the port and who has been procured by fraud, violence, or other improper means, the passage broker is the party who is made responsible for the cost of the emigrant's passage back to his native place and his maintenance here while waiting for such passage.

The defence set up both in Mr. Holmes's case and the previous one was that the defendants were simply brokers and not principals in the transaction, and as such were not liable. The Ordinance, however, contains the following words:—"Every emigration passage broker who shall contract with any intending emigrant for a passage" shall give certain notices. The broker is referred to as the party contracting, showing that although as a matter of description he is referred to as a broker he is by law co-accused a principal. The law certainly bears hardly on the broker in cases such as that of Mr. Holmes, and any amendment that could be suggested to do away with this hardship, while paying due regard to the interests of the intending emigrants, would merit attentive consideration on the part of the Government. The law in fact stands in urgent need of amendment for the reason that it is entirely out of harmony with the custom which has grown up out of the circumstances of the passenger traffic as carried on in this port. In hardly any particular are the requirements of the Ordinance so far as they refer to the duties of the passage broker complied with. In the Ordinance the broker is treated as the responsible principal, whereas in the ordinary course of things he is engaged simply to comply with certain formalities at the Harbour Office in connection with which the appearance of a licensed passage broker is rendered obligatory. Although he signs, in the form of the ticket, as having received the money, as a rule he never handles or sees the money, which is in most cases collected by Chinese and is not paid sometimes until long after the ship has sailed. Nor is it the passage broker who sells the tickets, although any one else doing so is liable to a fine of \$400. Then, again, according to subsection 7 of section 6 of the Ordinance, the passage broker is to attend before the Emigration Officer for the purpose of delivering the contract tickets to passengers, whereas they are, we believe, invariably delivered to the passengers elsewhere, as was done in the case of the *Mount Lebanon*, where the tickets were delivered in the Wing Wa's shop. The broker, it is true, attends with the passengers at the Harbour Master's subsequently, and this may perhaps be taken as a sufficient

compliance with the terms of this provision. On the whole it would seem that all the work the passage broker has to do could be much better discharged by a representative of the firm which lays on a ship, and it would certainly be more reasonable that the firm, the real principal in the business, should be made the responsible party rather than the broker. If it were done the Government could enforce compliance with the provisions of the law just as easily as it can now, and if substantial guarantees were required in every case swindles such as that of the Wing Wa firm would be rendered practically impossible. In the meantime the passage brokers will no doubt take warning from Mr. Holmes's case to be extremely careful as to the firms they do business for.

The *U. S. Corvette Enterprise*, which left Hongkong on the 25th ultimo for Australia, arrived at Surabaya on the 10th August.

We learn that the Buffs intend to give an "Assault at Arms" in Murray Barracks on Thursday week in aid of the Kwangtung Education Relief Fund.

The French man-of-war *Champlain* left Shanghai at night of the 24th ult. for Chiofoo. The *Asie* will follow at an early date. We (*Daily News*) believe all the vessels of the French fleet in these waters are to proceed to Chiofoo.

The chartered French cruise ship *Champlain* left Shanghai at night of the 24th ult. for Chiofoo. The *Asie* will follow at an early date. We (*Daily News*) believe all the vessels of the French fleet in these waters are to proceed to Chiofoo.

The *Colonial Reunion Association* of Singapore held its usual meeting on the 24th ult. when the subject proposed by Mr. L. Ling Shiang—"Why wages are higher in Singapore than in China"—was the subject of discussion. The meeting was held at the residence of Mr. Ling Shiang, and was attended by a large number of members. The subject was discussed at length, and it was decided to send a deputation to the Chinese Consulate at Shanghai to inquire into the matter.

The *Whampoa* returned to Shanghai on the 24th ult. from the wreck of the Chinese man-of-war *Shiao* which was wrecked on the 23rd ult. The *Whampoa* was sent to the wreck by the British man-of-war *Shiao* which was wrecked on the 23rd ult. The *Whampoa* was sent to the wreck by the British man-of-war *Shiao* which was wrecked on the 23rd ult.

The *Mercury* says that telegraphic news was received in Shanghai on the 24th ult. from Tientsin to the effect that the steamer *Hean* and the steamer *Wuehoo* collided in the Peiho on the 23rd ult. It appears that both ships were under way from Tientsin to Hongkong, and that the collision occurred in the Peiho. The *Hean* was a British steamer, and the *Wuehoo* was a Chinese steamer. Both ships were damaged, and several lives were lost.

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According to telegrams in the Saigon papers the agitation in connection with the French election is very great. The elections for the Colonial deputies are fixed for the 11th October.

On Sunday the British steamer *Mount Lebanon* and H.M.S. *Proserpine* left the Kowloon docks and the British steamer *Enterprise* the Compendium docks, while the British steamer *Cicero* and the French steamer *Vaga* went over to the Kowloon and Compendium docks respectively, the latter vessel returning to her moorings in the harbour last night.

Under date of yesterday, the Government Astronomer says:—"The barometer has fallen a little in the south and risen in the north owing to the approach of the typhoon forecast yesterday. The temperature and humidity are rather high, and the wind is generally light and variable, but is expected to prevail over the China Sea for the next few days."

From the *Saigon* papers we learn that, since the publication of Southern Cambodia, several mandarins, desirous of showing their fidelity, have applied to the French authorities that they might be sent to college in France. Accordingly ten of the young men are to leave, under the charge of a French official, by the next Messageries Maritimes steamer.

From the *United Indo-Chinese* we learn that the railway from Saigon to Mytlo is now completed with the exception of one bridge. Including the delay caused by the typhoon, the journey by boats the journey can now be performed in fifty minutes, while it formerly occupied four hours and forty minutes. A new station is being built at Mytlo, and the line will be completed in a few days.

The *Pioneer* suggests that the enormous railway plant which was sent out by the British Government to Siam, for the construction of the line between that place and Berber, now that the project has been abandoned, might be taken over by the King of Siam and used for the construction of a railway to Bangkok. The suggestion is a reasonable one, and it is one which might be acted on with advantage to all parties.

The *Mercury* says—"A severe typhoon was experienced in the Gulf of Thailand, which arrived in Saigon on the 24th ult. The gale, which began on the 24th, lasted for over 24 hours. It commenced to blow from the N.E., but backed round to the S.W. For twenty hours it blew with a force of 100 miles an hour, and the sea was very high. The *Gilbert* was wrecked in the river near the New Dock on the 27th ult., and the *Gilbert* was wrecked in the river near the New Dock on the 27th ult., and the *Gilbert* was wrecked in the river near the New Dock on the 27th ult.

There was a collision in the river at Shanghai on the morning of the 24th ult. between the British ship *St. Albans* and the Japanese gunboat *Saito*, at anchor off the Bund. The *St. Albans* carried away the *Saito*'s jib-boom, and her own mainmast came down into the water with a run. It was ascertained by the *St. Albans* that the *Saito* was under way from the river to the Bund, and that the *Saito* was under way from the river to the Bund, and that the *Saito* was under way from the river to the Bund.

The *Saigon* papers of the 23rd ult. report the massacre in the southern province of Annam. The agitation has spread like a powder train and everywhere the houses of the Christians are broken into, pillaged, and burnt. The Christians are being driven from their homes, and many have been killed. The *Saigon* papers of the 23rd ult. report the massacre in the southern province of Annam.

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When Wong To left the colony, as it then appeared only for a short time, his assistant Editor, Hung Kow, on the 18th ult. to Hongkong, to look after the colony as agent of his.

I engaged the defendant, Wong To Kwei, in the month of October, 1884, to temporarily look after the colony as agent of his. He was a Chinese, and was a native of the colony. He was a Chinese, and was a native of the colony. He was a Chinese, and was a native of the colony.

The defendant, Wong To Kwei, in the month of October, 1884, to temporarily look after the colony as agent of his. He was a Chinese, and was a native of the colony. He was a Chinese, and was a native of the colony. He was a Chinese, and was a native of the colony.

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offer \$5 per month—half his wages—for a year, and the payment would be secured to the complainant.

The complainant testified no wish to have the defendant punished; but he showed discontent with the amount of compensation offered. He said he had now a heavy bill to meet for doctors' expenses and he had a wife and family to keep, and relatives in the country to whom he had to send money. He should require \$30 to pay his medical expenses.

At the suggestion of his Lordship, the defendant, Mr. Casimbury, who seemed to have the affair in hand on his behalf, agreed to offer \$25 down, besides the \$5 monthly payments for a year. The complainant said that was not enough, and in answer to his Lordship he said he wanted \$300. He said he was unable to get employment on account of the loss of his eye.

His Lordship said it was a question of whether the complainant desired to have the defendant punished, or to take such compensation as he could get. If he had the defendant punished, the probability was that he would get no compensation. His Lordship did not regard the defendant as a person who should be punished for a serious injury as the loss of an eye, but he thought the defendant had offered as much compensation as was consistent with his means. He asked the complainant whether he would accept the offer, or would prefer to have the defendant punished.

The complainant said he would leave it to his Lordship. The \$25 was paid over to the complainant by Mr. Casimbury, who voluntarily undertook to give the man a promissory note for the balance, payable in twelve months.

IN SUMMARY JURISDICTION.
BEFORE MR. JUSTICE ACKRODT.
TAM CHOI, THE BRITISH STEAMER "MOUNT LEONARD."
Mr. Masop appeared for Tam Choi, Mr. Stokes for Capt. Maxwell, of the *Mount Lebanon*. This was a dispute as to the power of either party to sue for the loss of a cargo of provisions on board the steamer in satisfaction of their claims. Tam Choi had a claim of \$450 against the *Wing Wa* firm for carpenter's work done on board in fitting up passenger accommodation, and having obtained judgment upon it, he issued an execution upon some coal and provisions which were put on board. Capt. Maxwell insisted that he had a prior claim, and to release the coal and provisions, he paid \$500 into court pending the issue of the dispute. His claim was that he had a prior claim on the property on behalf of the Company Maritima, the charterers of the vessel, and he said the coal and provisions were put on board by the *Wing Wa* firm on behalf of the Company Maritima, of whom they were the agents.

After some arguments on either side, and some evidence having been adduced, the case was adjourned to the 11th inst. to enable Mr. Masop to examine papers put in by Mr. Stokes.

CHARGE OF BURGLARY.
Chan Ahn, a Chinese, was charged with stealing a bag containing money and jewellery to the value of \$16, and important documents, the property of Mr. T. E. Candler, on the 23rd ult.

He pleaded guilty and was sentenced to three months' hard labour.

Wan Ahn, a Chinese, was sent to goal for failing to answer a writ of *habeas corpus* issued by the Court on the 23rd ult. He was a Chinese, and was a native of the colony. He was a Chinese, and was a native of the colony. He was a Chinese, and was a native of the colony.

THE CHARGE OF ATTEMPTED LARCENY.
Lum Ahn, a Chinese, was brought before the Court on a charge of attempted larceny of a watch, on the 23rd ult.

The complainant testified no wish to have the defendant punished; but he showed discontent with the amount of compensation offered. He said he had now a heavy bill to meet for doctors' expenses and he had a wife and family to keep, and relatives in the country to whom he had to send money. He should require \$30 to pay his medical expenses.

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position; the religious, military, and private law ceremonies are rather too much the fashion; but notwithstanding all this the people, and are very open to the ways of the town are friendly disposed under ordinary circumstances towards foreigners. This being so, and Twatut being the place of business in the north, it must continue to rise in importance as the tea trade increases.

THE TYPHOON AT FOCHOW.
[FROM OUR CORRESPONDENT.]
FOCHOW, 27th August.
On Monday afternoon, the 24th inst., it was very evident that we were in for a blow of some sort, but that it was to be a real typhoon was not shown by the glass till late in the evening. A wind of 6 p.m. to 8 p.m. effect that a typhoon was present there, and that the centre would probably strike Fochow about 4 a.m. on Tuesday. As night came on and the wind increased, all stages got up their typhoon bars and prepared for the worst; but some, with a faculty which is unimpaired by almost idleness, refused to think of such a thing, and no doubt they had their reward. About midnight business commenced, and the force of the wind increased steadily till 5 a.m., when, although the wind remained its force, it was fairly steady from S.E.

Almost every house on the hill suffered more or less, particularly in trees, gardens, and plants, but with one or two exceptions, no very serious damage was done. One house in process of erection on the plain of roof rafters after, took to itself wings, and has, like Arcuate's griststone, "not been heard from since."

On the river side two junks got swept and took to the water, and on which they were used to indicate a vessel of damage, but got off and anchored about 100 feet from shore. Two other junks, not so fortunate, took a shot at the "Whale" (Tanner & Co.) Defence Wall, built by order of the Viceroy this time last year in consequence of the U.S. gunboat *Monoway* being fired on, and, smothering that, cannon on the river (John Forster & Co.) shipping off house and jetty, which knocked into a cock-up hat and then went down eleven persons being unfortunately drowned. All the bridges from Fochow to Siemsen & Co. are much damaged and knocked about.

On the morning of the 25th the Foreign Settlement looked like a bombarded town. On the hill tops were prostrate houses stripped of plaster in roofs, tiles off, &c. Near the river banks were broken, stones scattered about, houses unroofed, no one in the street all natives being engaged in looting floating timber, broken boats, &c. The *Foreigner* *Phoenix* had steam up all night and seemed to be in rather a dangerous position from junks in the morning, but came out of it all right.

It continued blowing from S.E. all the night of the 25th, but then subsided. Fita still standing, which brought down quantities of plaster and a good many walls. From down river it is reported that all vessels are safe, but some cargo boats are high and dry in paddy fields, and five men are said to have been drowned. The weather is much improved by the blow, and it is to be hoped it will have the effect of averting the cholera epidemic with which we were threatened last week. Shipments of advantage of a favourable wind and have arrived in fair numbers.

Macao.
[FROM A CORRESPONDENT.]
MACAO, 28th August.
Some time in July the Junta do Senado issued orders that the Chinese in the outskirts were not to keep pigs inside of their houses on account of the cholera. In Saturday about ten detectives went to the Chinese villages to get hold of some of the pigs. The Junta's order had not been complied with. While the detectives were engaged in their duty a large number of Chinese (about 300) armed with stones and bamboo canes suddenly upon them and beat them unmercifully. Several of the detectives were badly injured, and one is now very ill in hospital. After driving the detectives from the village, the Chinese removed all the pigs to some boats and other hiding places. Yesterday morning a large body of Police went to the village in company with the detectives to seize the pigs, but none of these were to be seen—although there had been several hundred the previous day—nor were any of the 300 men who set upon the detectives to be found.

Cholera or choleric diarrhoea still prevalent among the Chinese here, and from thirty to forty deaths are reported daily. Few fatal cases of sickness have occurred among the European population, the last being that of poor Mr. Forster, who was well at ten o'clock and was a corpse by noon. He was buried immediately. The Government have taken particular pains to prevent disease spreading. Amongst other precautions they have caused barrels of tar to be turned out to the streets.

Twatut.
[FROM OUR CORRESPONDENT.]
TWATUT, 23rd August.
Early this morning the clouds westward seemed lowering, and there was a peculiar look about the sky generally which seemed to portend a storm. The barometer began to go down early in the day, and towards evening moved down to its lowest point, arriving at a point when, according to our high-altitude instrument, it never falls to indicate a typhoon. The wind blew furiously from the north-east during the night, and on the morning of the 24th the barometer kept dropping steadily. The main found out all the weak points in the roofs of foreign dwellings, and as the wind bore in a horizontal direction it was driven under the tiles of the best roofed houses and caused the ceilings to leak like sieves. At 11 a.m. on the 24th the rain began to fall rapidly, and by 1 p.m. the whole town was in a state of deluge, which is quite ten feet above the ordinary level of the river, was covered. The inhabitants of the most dilapidated on the Green deluged on this occasion to make good their escape, clearing out with their traps in good time, preferring a hasty retreat to being dragged out of the tops of their houses later on, as they have been so often before. In the afternoon junks began to career about, and one large craft from Bansa broke loose from her moorings and drifted, and another followed suit, turning over in mid-stream, which at the time was like a mill race. Later on another passed down the river and turned over right opposite the foreign junks. At 6 p.m. the water rose as high as in the last flood, entering the foreign houses and into some 3 or 4 feet, which, at a late reckoning, means a rise of 20 feet above the level of the river, all in the course of a few hours. Throughout the night of the 24th the storm lasted, changing its course eastward, the lowest point of the barometer being reached at 4 1/2 minutes past midnight. From that time until 9 a.m. the barometer ran up almost as rapidly as it fell, and before noon on the 25th there was no life in the air, and nothing visible on land but slush, mud, and wreckage. Many trees were blown of their principal branches, and one large stump of bamboo not far from the Twatut Club (the smallest club in the world) was blown down, which is much to be regretted, as it was an ancient landmark in the days even of the oldest residents of the present Pagan town, renowned before the French came to the island as being the quietest and least turbulent place in North Formosa.

Twatut has a future. The present is bad, certainly, as regards the municipal and sanitary, and the sea-blubber fishing is in full swing, position; the religious, military, and private law ceremonies are rather too much the fashion; but notwithstanding all this the people, and are very open to the ways of the town are friendly disposed under ordinary circumstances towards foreigners. This being so, and Twatut being the place of business in the north, it must continue to rise in importance as the tea trade increases.

WEEK DAYS.			
Leaves	Leaves	Leaves	Leaves
6.00 A.M.	7.00 A.M.	7.00 A.M.	7.00 A.M.
8.00 "	8.30 "	8.30 "	8.30 "
9.30 "	9.00 "	9.00 "	10.15 "
10.45 "	10.15 "	11.00 "	12.00 P.M.
12.30 "	12.30 P.M.	12.30 "	1.00 P.M.
1.30 "	1.00 "	2.00 "	2.30 "
3.30 "	2.00 "	3.00 "	3.00 "
4.30 "	3.00 "	4.15 "	4.30 "
5.15 "	4.30 "	5.00 "	5.10 "
6.15 "	5.15 "	5.45 "	6.15 "
7.15 "	6.15 "	6.45 "	7.00 "
7.15 "	7.00 "	7.15 "	

There will be no Lunch on Monday and Friday, on account of no work.

The above Time Table will be strictly adhered to except under unavoidable circumstances. In case of stress of weather, the notice will be given of any stoppage.

J. AND R. TENNENT ALES and
DAVID CORSAIR & CO.,
 PORTER.
 Merchant Navy.
 Navy Block
 Long Colled } CANVAS.
 ARNHOLD, KARBURG & Co.
 Hongkong, 11th May, 1897. (13)

:PODČE

[illegible]

per picul ...	\$8.65 to 8.97
picul ...	\$8.77 to 9.78
ite, per picul	\$7.94 to 8.45

RES.	DISTINCTION.
7, 1855.	
& Co.	
and & Co.	
& Co.	
artines	
Co.	S. Francisco
Co.	
mann & Co.	New York
T. 1855	
U. States	
Co.	Liverpool
& Co.	
& Co.	
& Co.	S. Francisco
& Co.	U. States
& Co.	U. States
& Co.	U. States
& Co.	New York
& Co.	U. States
7, 1855.	
on & Co.	New York
on & Co.	Channel
& Co.	U. States
Co.	U. States
Co.	Boston
& Co.	U. States
& Co.	U. States
7, 1855.	
Co.	Boston
Co.	U. States
SQUADRON.	

WHERE ALL

	Port Hamilton
	Amoy
	Nagasaki
	Nagasaki
	Nagasaki
	Ningpo
	Hankow
	Nagasaki
	Hongkong
	Singapore
	Nagasaki
	Mylai
	Hongkong
	Singapore
	ort Hamilton
	Nagasaki
	Hongkong
	Nagasaki
	Hongkong
	Shanghai
	Hongkong
	Singapore
	ort Hamilton
	Hongkong
	Hongkong
	Hongkong
	Nagasaki
	Hongkong
	Port Hamilton

N STATION.	
	WHERE AT.
	Vladivostok
	Jemshan
	Chefoo
	Sichon
	Chefoo
	Hapi-long
	Yokohama
	Sichon
	Sichon
	Saghaliu
	Kokohama
	Sinapore
	Vladivostok
	Vladivostok
	Sinapore
	Potopul waky

Chefon
Chefon
Chefon

[illegible]